# II.4. DEL RIO-CANADIAN HIGHWAY (SH 4) - US 277/US 83/US 62

#### **INTRODUCTION**

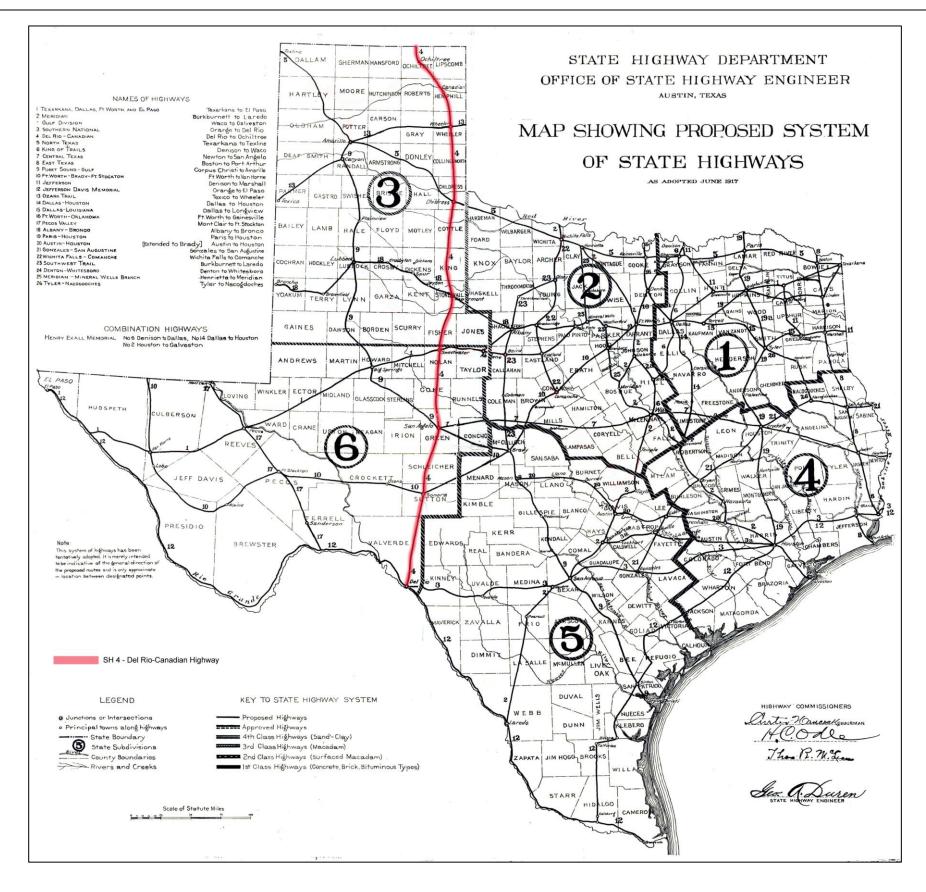
Although the Del Rio-Canadian Highway is not well known today, it was considered to be among the state's most significant highways when the Texas Highway Commission created the state highway system in 1917. It was designated as SH 4, which made it the fourth most important highway in the eyes of the original members of the Texas Highway Commission. The Del Rio-Canadian Highway was a north-south roadway that served West Texas and the Texas Panhandle. It extended from Del Rio to Canadian and Ochiltree (Perryton vicinity) near the Oklahoma border. (See Figure 199.) The Del Rio-Canadian Highway Association, which promoted its development, was formed in April 1919; however, the creation of SH 4 under that name two years earlier suggests that some type of advocacy group already existed by that time (1917). Unlike some of the earlier named highways in Texas, the Del Rio-Canadian Highway does not appear to be based on historic trails by Spanish or other settlers of European heritage. Much of this land was controlled primarily by Comanche and Kiowa tribes, and permanent settlement for much of the region did not occur until the last quarter of the nineteenth century.

By the 1910s, much of area that the road serviced included vast and sometimes rugged lands where ranchers raised cattle, sheep, and goats. The Edwards Plateau region that included San Angelo and surrounding environs developed into the nation's leading producer of wool and mohair, and the creation of the Del Rio—Canadian Highway no doubt supported further development of this profitable source of income during the early twentieth century.

Ranching remained a major underpinning of the regional economy, but it typically did not generate the kinds of profits that attracted large numbers of people to the area. As such, the significance of the Del Rio–Canadian Highway diminished over time, and it was re-designated as multiple other highways that served communities in different parts of the state. The section north of Aspermont became part of US 83 that extended south to Laredo, almost parallel to but east of the old alignment. The mid-section between Aspermont and San Angelo became part of SH 70, and the southern section became incorporated into US 277. 988

# The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways

Figure 199. Edited version of the "Map Showing Proposed System of State Highways," 1917, highlighting the route of the Del Rio—Canadian Highway/SH 4. Source: Texas State Library and Archives, Map Collection, https://www. tsl.texas.gov/cgibin/aris/maps/ maplookup.php?mapnum=625 4 (accessed February 21, 2014).



The Development of Highways in Texas: A Historic Context of the Bankhead Highway and Other Historic Named Highways			

#### **EARLY ROADS AND TRAILS: 1680-1880**

#### **Historic Context**

The Del Rio-Canadian Highway connected Del Rio on the Rio Grande River with the town of Canadian in the northeastern Panhandle. Although the Del Rio-Canadian does not appear to have any Spanish colonial antecedents, by the 1880s, area sheep and goat ranchers likely created a north-south route to and from San Felipe Springs, now Del Rio, to serve their needs. The portion of the Lower Military Road immediately north of Del Rio appears to have incorporated the southern-most segment of the Del Rio-Canadian Highway. The Lower Military Road was part of a network of roads that the U.S. Army established along the Rio Grande between 1946 and 1860. The Lower Military Road extended along the Rio Grande from San Antonio to El Paso through the Del Rio area and Fort Stockton. The lack of permanent settlement in the region made this an important conduit of goods and people, both military and civilian, in this part of the state. The road's prominence endured over time, and Del Rio-Canadian Highway later incorporated a large segment of the Lower Military Road into its alignment in the early twentieth century.

#### **Development Patterns**

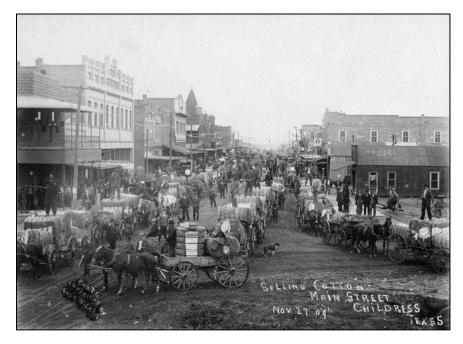
Prior to 1880, little development existed along the future route of the Del Rio–Canadian Highway. The line of forts along the frontier that had been constructed by 1858 stretched from Fort Clark to Fort McKavett and Fort Chadbourne, but the frontier line still had not pushed as far west as the Del Rio–Canadian route. <sup>989</sup> As farming and ranching moved further west in the 1870s, forts and settlements followed. <sup>990</sup> Between 1867 and 1879, Fort Concho was constructed, marking the first settlement along the route. <sup>991</sup> However, even by 1880, the communities of Del Rio to the south and Canadian to the north had not yet been established, and a north–south road or railroad traveling to and from Fort Concho was still unnecessary. Permanent settlement of much of the land along the future route of the Del Rio–Canadian Highway did not occur until the defeat of Comanche, Kiowa, and remnants of other tribes in the 1870s.

## **COUNTY ROADS AND THE GOOD ROADS MOVEMENT: 1880–1916**

#### **Historic Context**

During the period from 1880 to 1916, the route north of Del Rio to the vicinity of Juno and Sonora probably was an unimproved dirt road that served the growing number of sheep and goat ranches located in the vicinity of the Devils and Pecos rivers. It is likely that linking the ranches in that area of Southwest Texas to the market centers of San Angelo

Figure 200. Photograph of horses with carts selling cotton on Main Street in Childress, 1909. Source: The University of North Texas, The Portal to Texas History, http://texashistory. unt.edu/ark:/67531/metapth34545/ (accessed April 7, 2014), crediting the Childress County Heritage Museum.



would have provided the earliest impetus for identification of a north-south running route. As one reporter stated, the road that ran from Del Rio on the Mexican border to Ochiltree County and the state line with Oklahoma crossed counties that had no railroads, for the most part. In fact, the road was more than 75 miles from a railroad at many points. <sup>992</sup>

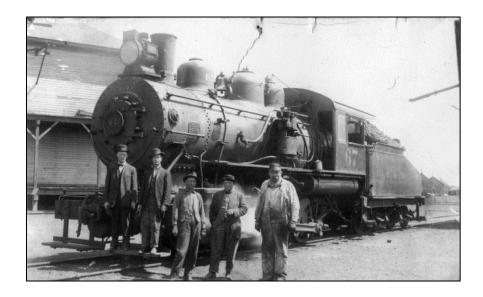
#### **Physical Evolution**

The route that would eventually be the Del Rio—Canadian Highway was likely earth, gravel, or a combination of the two. Due to the lack of rain in West Texas, much of the route would have been passable for most of the year; however, in North Texas and the Panhandle, the route was likely not usable during wintery weather. Macadamized road surfaces or bituminous treatments may have been found in cities such as Del Rio and San Angelo.

#### **Development Patterns**

Little development occurred along the vast stretches of rural land that would become the future route of the Del Rio–Canadian Highway between 1880 and 1916. As shown by a Rand McNally Company railroad map from 1893, the towns of Del Rio and San Angelo were founded along east-west railroad lines, but there was no development along the north-south path that would connect the towns. <sup>993</sup> In the Panhandle region of North Texas, railroad towns such as Childress and Wellington grew steadily, dependent upon farming and cattle ranching (*Figure 200*). The railroad, however, rather than the road, was the primary means of transportation for agricultural goods. (See *Figure 201*.)

Figure 201. Photograph of a train in Childress, 1910. The poor quality of the road network and dispersed patterns of settlement in the Texas Panhandle enabled rail transportation to remain the dominate means of transportation in the region. Source: The University of North Texas, The Portal to Texas History, http://texashistory. unt.edu/ark:/67531/metapth34 622/ (accessed April 7, 2014), crediting the Childress County Heritage Museum.



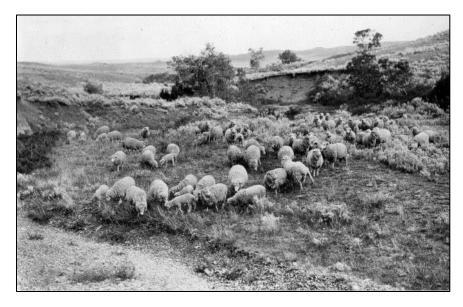
#### INITIATION OF THE HIGHWAY SYSTEM: 1917-1932

#### **Historic Context**

The Del Rio–Canadian Highway Association was formed in Mineral Wells, at the Good Roads Convention in April 1919, for the "specific purpose of having the highway included in the system of hard roads. . . ." But some organizational structure must have existed by 1917, because the Texas Highway Commission designated the Del Rio–Canadian as being SH 4 in June. At that point, the route was described as running from Del Rio to San Angelo, Sweetwater, Childress, and Canadian. In June 1919, just before the first annual convention of the Association, the highway was more specifically described as running through Del Rio, Sonora, San Angelo, Sweetwater, Roby, Aspermont, Guthrie, Paducah, Childress, Wellington, Shamrock, Wheeler, Mobeetie, Canadian, and Ochiltree. (Refer to *Figure 53* in previous Section I.4.) At that point, the president of the Association, W. A. Palmer, was from Canadian, and the secretary, Thomas Owen, was from San Antonio. Each county on the line had a director.

In March 1921, the Texas Highway Commission designated SH 4 as part of the Major State Highway System and described a route that was the same as the 1917 route <sup>997</sup> with the exception of a branch that was called the Rock Springs branch of SH 4. <sup>998</sup> This route would have taken travelers northeast of Del Rio and opened up access to the west side of a growing territory for the wool and mohair business as well as to areas of the Hill Country attractive to tourists. (See *Figure 202*.) Construction projects on the main route of the highway occurred in Sutton County (1922) and in Tom Green County south of San Angelo (1923). <sup>999</sup>

Figure 202. Photograph of sheep grazing in West Texas, 1925. A significant amount of the land at the southern end of the SH 4/Del Rio-Canadian Highway supported sheep and goat ranching. The highway provided an efficient means of transporting livestock, wool, and mohair to regional markets such as San Angelo. The commercial viability of sheep and goat ranching relied on a wellmaintained transportation network that enabled ranchers to increase their profits. The expansion of the wool and mohair industry led the Texas Highway Commission to designate a new segment of SH 4 that was called the Rock Springs Branch. Source: The University of North Texas, The Portal to Texas History, http://texashistory.unt.edu/ ark:/67531/metapth43380/ (accessed April 7, 2014), crediting the Cattle Raisers Museum, Fort Worth, Texas.



SH 4 was not one of the highways designated as a primary road of the Federal Aid Highway System in November 1924. 1000 The name Del Rio—Canadian persisted, however, although the SH 4 designation was changed by the Texas Highway Commission to run from Anson to Ballinger, Junction, Uvalde, Asherton, Laredo, Pharr, and Brownsville in 1929. Two years later, that route was being promoted by the State Highway No. 4 Association, which strove to "arouse popular interest in a delightful travel-route a little off the present beaten path." Imitating the Meridian Highway, the State Highway No. 4 Association sought to fill in gaps between Ballinger and Laredo and create an all-paved primary road that would be a unit in a transcontinental trail from Canada to Laredo and Brownsville, and then through Mexico. The promoters were described in being ambitious in proposing the world's longest road "on the order of the famed Pan—American Highway." 1001

## **Physical Evolution**

Little documentation regarding the appearance of the Del Rio–Canadian Highway was found; however, based on the information on the Bankhead Highway, Meridian Highway, and Old Spanish Trail, it is likely that the majority of the Del Rio–Canadian Highway was a gravel or improved earthen roadway through much of the 1920s. These were the materials often used for the other named highways in this era – especially in the region through which the Del–Rio Canadian Highway traveled. In and near cities, such as Del Rio, San Angelo, and Childress, the roadway was probably constructed with smooth surface, high-quality materials, such as concrete or bituminous concrete. One 1919 publication notes that seven miles of the Del Rio–Canadian Highway in Del Rio was paved with tarvia, a coal tar, much like bitumen, that was used as a surfacing material. 1002

Figure 203. Photograph of the Best Courts tourist court in Childress, Childress County (no date). Although the Del-Rio Canadian did not support the volume of traffic borne by some of the early named highways, it did attract the kinds of businesses and commercial enterprises that typically lined these roadways. This tourist court in Childress provided lodging accommodations for highway travelers. Source: The University of North Texas Libraries, The Portal to Texas History, http://texashistory.unt. edu/ark:/67531/metapth34483/ (accessed April 7, 2014), crediting the Childress County Heritage Museum.



## **Development Patterns**

The route of the Del Rio–Canadian Highway was depicted in Texas Highway Department maps as early as 1917. However, obtaining right-of-way and paving the road occurred slowly, perhaps because the route did not follow a pre-existing railroad route. Even by 1928, maps show that the route was largely incomplete and/or unpaved. Without a paved road or tourist traffic, there was little incentive for tourist-oriented development along the roadside in rural areas and small towns. Nonetheless, as segments of the highway were paved, hotels and tourist courts emerged in larger communities like San Angelo and Childress (*Figure 203*). Despite the limited tourist traffic along the route, the Del Rio–Canadian Highway nonetheless attracted the typical kinds of businesses—gas stations, garages, dealerships, etc.—that provided necessary products and services to support the vehicles using this and other highways. (See *Figure 204*.)

## **DEPRESSION, MOBILIZATION, AND WAR: 1933-1944**

#### **Historic Context**

Between 1930 and 1934, a new alignment of SH 4 was completed between Menard and Laredo so that a re-description of the highway's route was modified in Minute Order No. 9001. The northern part of SH 4 followed the old Del Rio–Canadian Highway from the Texas–Oklahoma state line near Perryton to Canadian, Wheeler, Shamrock, Wellington, Childress, Paducah, Guthrie, and Aspermont. By 1934, the original alignment of the Del Rio–Canadian Highway west and south of Aspermont had been subject to re-designation by the Texas Highway Commission. Just south of Aspermont, the highway followed what became the future Farm-to-Market Road 610 until it reach SH 70. 1006

Figure 204. A gas station just off the courthouse square at Amarillo and 8th streets, in Wellington, Collingsworth County, date unknown. The development of the highway network required gas stations to provide fuel for the growing numbers of vehicles using the roadways. This is an early gas station that was near the Del Rio-Canadian Highway in Wellington. Source: University of North Texas Libraries, The Portal to Texas History, http://texashistory.unt.edu/ark: /67531/metapth207368/ (accessed April 8, 2014), crediting Collingsworth County Museum, Wellington, Texas.



From that intersection, the road continued south as SH 70 until it intersected with US 277/SH 30 east of San Angelo. It entered San Angelo from the northeast and continued south from San Angelo to Del Rio. This route carried the same designations in 1936, when it was depicted on the Centennial map. (Refer to *Figure 78* in previous Section I.5.) Segments of roads removed from the highway became county roads and primarily served local citizens and traffic. In 1939, SH 4, including the original highway north of Aspermont, was turned over to US 83 from the Texas—Oklahoma state line to Brownsville.

## **Physical Evolution**

The Texas Highway Department completed many improvements along the Del Rio–Canadian Highway during this period. For example, in 1936 some sections of SH 4 in the northern Texas Panhandle were realigned slightly and were resurfaced with concrete. Between 1929 and 1937, some of the existing roadway was improved with hard-surface pavements (likely asphalt or bituminous macadam roads in rural areas and concrete in urban areas); however, several sections along the route were still gravel. (See *Figure 205*.)

## **Development Patterns**

Commercial traffic along the Del Rio–Canadian Highway continued to service the wool and mohair industry centered in Del Rio and San Angelo. 1008 In the early 1940s, new military installations became an important economic presence in both communities. Goodfellow Air Force Base was established in San Angelo in 1940, Childress Army Airfield began operations in Childress in 1942, and Laughlin Air Force Auxiliary Field opened in Del Rio in 1943. 1009 Little tourism developed directly along the route because of its arid terrain, but nearby, along the Llano River in Junction, tourist guides from 1940 highlighted Fleming's

Figure 205. Roadwork on US 83 (Del Rio-Canadian Highway) in Wellington, Collingsworth County, 1936. During the Great Depression, the federal government allocated funds to state highway departments to improve the nation's infrastructure. This is an example of one such project undertaken on the Del Rio-Canadian Highway in the Texas Panhandle. Source: University of North Texas Libraries, The Portal to Texas History, http://texas history.unt.edu/ark:/67531/met apth207365/ (accessed April 8, 2014), crediting Collingsworth County Museum, Wellington, Texas.



Cave along the river bed, numerous camp sites along river, the Seven Hundred Springs tourist attraction, and Indian Caves. 1010

## **POSTWAR ROAD EXPANSION: 1945–1956**

#### **Historic Context**

A few changes were made to the alignment of the original Del Rio-Canadian Highway in the postwar era. In 1948, however, US 277 was rerouted between Abilene and San Angelo on SH 158 so that it ran concurrent with old SH 4 from north of Bronte to Del Rio. 1011 This change relocated the highway to a shorter, all-paved route. 1012 In December 1948, a section of the circuitous portion of the old SH 4 west of Aspermont was designated as FM 1068 at Jayton when US 380/SH 70 was re-aligned in a straighter, southwesterly route. <sup>1013</sup> The FM segment was part of an expansive effort that the Texas Highway Department undertook that augmented the federal and state highway system; however, the re-designation suggested a lower priority for this particular segment of the highway. Other portions of the old highway in this area saw additional changes in the 1950s. L. K. Willis, District Seven Engineer of the Texas Highway Department, announced that the agency would spend \$421,000 on work on US 277 in Coke and Runnels counties. The projects included extending US 277 from its intersection with SH 70 north of Bronte to a point several miles northeast to the Nolan County line. 1014 The Texas Highway Commission opened bids on construction for the project—grading, paving, and drainage structures on July 17–18, 1956. 1015 A San Antonio contractor was selected for the work, which was expected to take 175 working days to complete. 1016

Figure 206. Photograph showing the re-building of the bridge over the Salt Fork of the Red River on US 83. Source: The University of North Texas Libraries, The Portal to Texas History, http://texashistory.unt.edu/ark:/67531/metapth20718 8/ (accessed April 7, 2014), crediting the Collingsworth County Museum.



## **Physical Evolution**

Since traffic volumes dictated the location of highway upgrades, the former Del Rio—Canadian route probably was not subject to major widening or improvements. Such upgrades, except within the cities of Del Rio, San Angelo, and Childress, were also less likely with the Texas Highway Department's focus on numerous road construction projects taking place throughout the state in urban areas and on the farm-to-market system. As a result, the majority of the former Del Rio—Canadian Highway route was probably a two-lane asphalt-paved highway through the 1944 to 1955 period. However, some improvements did occur as needed, such as the re-building of the truss bridge over the Salt Fork of the Red River between Wellington and Shamrock in 1949 (*Figure 206*).

#### **Development Patterns**

Although much of the landscape along the Del Rio—Canadian Highway remained sparsely populated, the city of San Angelo was an exception, and it boomed during the World War II and postwar years. In 1940, San Angelo's population numbered 25,802. By 1950, it had grown to 52,093. The growth of Goodfellow Air Force Base contributed to this increase, as did cattle ranching and the new oil production in the Permian Basin. Although many small towns along the route, like Childress, experienced an overall decline in population, new amenities like gas stations and motels continued to be built to serve the growing business of automobile tourism. (See *Figure 207*.)

Figure 207. Photograph of the Ranchouse Motel in Childress (no date). Source: The University of North Texas Libraries, The Portal to Texas History, http://texashistory.unt.edu/ark:/67531/metapth34485/(accessed April 7, 2014), crediting the Childress County Heritage Museum.



#### **EFFECTS OF THE INTERSTATE HIGHWAY SYSTEM: 1957–1980**

## **Physical Evolution**

The Del Rio–Canadian Highway lost much of its perceived character as a single roadway because various segments were incorporated into multiple U.S. highways by 1956. It became US 277 between Del Rio and San Angelo, where it joined SH 70 through Sweetwater to Aspermont. From Aspermont, the highway followed US 83 through Childress to the Oklahoma–Texas border. Much of this roadway was likely a two-lane undivided asphalt-paved highway from the 1950s through 1980. Unlike the Bankhead, Meridian, and Old Spanish Trail/Southern National highways, the various segments of the Del Rio–Canadian Highway were not incorporated into the Interstate Highway System, and thus they retain more of the original highway's physical qualities and characteristics.

#### **Development Patterns**

Because the route of the Del Rio—Canadian Highway was not incorporated into the Interstate Highway System, communities along the highway did not experience the same amount of new construction and redevelopment activity during the period from 1957 to 1980 as roadways such as the old Bankhead Highway (now IH 10/IH 20/IH 30). To the contrary, many of the small farming and ranching towns along the Del Rio—Canadian Highway declined as the population of Texas shifted to urban areas. The larger cities along the route—Del Rio and San Angelo—experienced modest, steady population growth, but

smaller communities like Childress saw their populations peak around 1950 then decline as the twentieth century progressed. As the wool and mohair industry began to wane with the advent of synthetic fabrics and the shift of the textile industry overseas, the region lost a significant part of its economic clout and no longer was able to provide the kinds of job opportunities to compete with larger Texas cities. The lack of redevelopment pressures along virtually all segments of the historic highway left many of the old gas stations, tourist courts, motels and other auto-related businesses in varying states of repair and condition.

#### **CONCLUSION**

At the outset of the state highway system in 1917, the Del Rio—Canadian Highway was perceived to be among the most important in Texas. Its path followed an almost due north-south path that entered Texas from the Oklahoma border to Del Rio on the Rio Grande. Unlike many of the other named highways, the Del Rio—Canadian Highway did not generally follow an established road or existing railroad line. Instead, it extended along a north-south route that passed through important regional centers in the Panhandle and West Texas. Without a strong highway association to support it, the roadway lacked the kinds of upgrades and improvements that other more heavily highways such as the Bankhead and Meridian received during the mid twentieth century. Since it was not included in the interstate highway system in the 1950s, it has played a secondary role within the state's highway network. Nonetheless, it did fulfill an important role in the early years of the highway system and served a large geographic area of the state.

<sup>&</sup>lt;sup>988</sup> Jackson, Wagon Roads West: A Study of Federal Road Surveys and Construction, pp. 38–39.

<sup>&</sup>lt;sup>989</sup> J.H. Colton & Co., *Colton's New Map of the State of Texas*, 1858, from the Texas State Library and Archives, Map Collection, map # 0445a, https://www.tsl.state.tx.us/cgi-bin/aris/maps/maplookup.php?mapnum=0445a (accessed January 22, 2013).

<sup>&</sup>lt;sup>990</sup> Texas New Yorker's Railroad Map of Texas, 1874, Map, from the Texas State Library and Archives, Map Collection, map # 0945, https://www.tsl.state.tx.us/cgi-bin/aris/maps/maplookup.php?mapnum=0945 (accessed January 22, 2013).

<sup>&</sup>lt;sup>991</sup> Wayne Daniel and Carol Schmidt, "FORT CONCHO," *The Handbook of Texas Online* (Austin, Texas: Texas State Historical Association), http://www.tshaonline.org/handbook/online/articles/qbf11 (accessed January 22, 2013)

<sup>&</sup>lt;sup>992</sup> San Antonio Evening News, June 28, 1919, p. 8.

- <sup>993</sup> Railroad and County Map of Texas, December 1893, Map (Chicago: Rand McNally Co., Inc., 1892 [sic]), from the Texas State Library and Archives, Map Collection, map # 7878, https://www.tsl.state.tx.us/cgi-bin/aris/maps/maplookup.php?mapnum=1688 (accessed January 3, 2013).
  - <sup>994</sup> The Wellington Leader, June 27, 1919, p. 3.
  - <sup>995</sup> Minutes of the State Highway Department, Volume 1, p. 19.
  - <sup>996</sup> The Wellington Leader, p. 3.
- <sup>997</sup> Additional details indicated that the road went through Eldorado between Sonora and San Angelo, through Robert Lee and Bronte between San Angelo and Sweetwater, through Rotan between Roby and Aspermont, and through Aberdeen between Wellington and Shamrock. Minutes of the State Highway Department, Volume 2, p. 75.
  - <sup>999</sup> *San Antonio Light*, August 20, 1922, p. 6; *Port Arthur News*, August 11, 1923, p. 11.
  - <sup>1000</sup> Minutes of the State Highway Department, Volume 2, p. 290.
  - <sup>1001</sup> San Antonio Express, October 27, 1929, p. 16; ibid., November 27 1929, p. 6; July 22, 1931, p. 10.
  - <sup>1002</sup> "Streets and Roads," Engineering News-Record, Vol. 82, No. 4 (January 30, 1919): 47.
- Miller, John D., Map Showing Proposed System of State Highways, Map, Texas State Archives Map Number 6254 (Texas: State Highway Department, July, 1917), from Texas State Library, Map Collections. https://www.tsl.state.tx.us/cgi-bin/aris/maps/maplookup.php?mapnum=6254 (accessed August 21, 2012).
- <sup>1004</sup> Texas State Highway Commission; *Official Highway Map of Texas*; 1928; From Stephen F. Austin State University, East Texas Research Center; http://digital.sfasu.edu/cdm/ref/collection/EastTexRC/id/12322/ (accessed January 03, 2013).
  - <sup>1005</sup> Official Minutes of the State Highway Commission, February 12, 1934, Book No. 10, 333.
  - The Texas Highway Commission did not officially designate Farm-to-Market Road 610 until July, 23, 1945.
  - <sup>1007</sup> Charles E. Simons, "On Texas Highways," *Texas Parade* Vol. 1, No. 7 (December 1936): 21.
  - <sup>1008</sup> Ibid., p. 86.
- <sup>1009</sup> Singg, Sangeeta and William A. Allen, "GOODFELLOW AIR FORCE BASE," *The* Handbook of Texas Online (http://www.tshaonline.org/handbook/online/articles/qbg01), accessed May 07, 2013. Published by the Texas State Historical Association; Leatherwood, Art, "LAUGHLIN AIR FORCE BASE," *The Handbook of Texas Online*, http://www.tshaonline.org/handbook/online/articles/qbl04 (accessed May 07, 2013), published by the Texas State Historical Association.
- <sup>1010</sup> Writers' Program of the Work Projects Administration in the State of Texas, Texas: A Guide to the Lone Star State (Austin: Texas State Highway Commission, 1940): 497.
  - <sup>1011</sup> Minute Order 24482, dated February 12, 1948; approved by AASHTO June 24, 1948.
  - "State Seeks Change in U.S. 277 Location," *Big Spring Daily Herald*, February 29, 1948: 1,
- http://newspaperarchive.com/ (accessed June 18, 2013).
  - <sup>1013</sup> Adm. Order, dated 08/23/1948; Minute Order 026039, dated December 16, 1948.
  - "Coke Part of Two Year Highway Program," Bronte Enterprise, June 18, 1954: 1,
- http://newspaperarchive.com/ (accessed June 18, 2013).
- <sup>1015</sup> "Construction Due North of Bronte," *Abilene Reporter–News*, July 6, 1956: 5-A, newspaperarchive.com (accessed June 18, 2013)
- (accessed June 18, 2013).

  1016 "Road Contract Let on 70 and 277 Northeast Bronte," *The Bronte Enterprise*, August 10, 1956, http://newspaperarchive.com/ (accessed June 18, 2013).
  - "Texas Almanac: City Population History from 1850 to 2000,"
- http://www.texasalmanac.com/sites/default/files/images/CityPopHist%20web.pdf (accessed April 30, 2013). 

  1018 Ibid.